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"... the Indiana Teamster Movement"

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Vol. X — Indianapolis, Indiana, January, 1951 — No. 4

HOWARD COMMISSIONERS UNFAIR TO TEAMSTERS

Katz Renamed For Five Years By Local 691

RICHMOND— Teamsters Local No. 691 has unanimously re-elected James K. Katz secretary-treasurer for five years.

This local, one of the liveliest Teamster Unions in Indiana covering Richmond, Connersville, Lawrenceburg and other territory, has re-

...ntly obtained a number of ...od contracts and is busy ...rgaining for more. It has ...ken on a new business ...ent, Nick Carter, former

(Continued on Page 3)

Mr. and Mrs. Raymond E. Adams were snapped at Municipal Airport, Indianapolis, just before boarding an Eastern Airline Constellation for Miami, Fla., to spend a week with other guests of the Omar Bakeries, Inc. Mr. Adams, member of Salesdrivers Local 188 of the Teamsters, was one of seven salesmen who, with three supervisors and two branch managers, won the trip in a company competition for increased sales. In Miami the party, including wives, was entertained in the Sorrento Hotel and report the time of their lives.

Other salesdrivers who won the trip were: Dick Clark and Jim Thistlethwaite, both of Teamsters Local 543, Lafayette; Bill Bryant, Local 368, Marion; Larry Schrock, Local 759, Kokomo; Homer Mills, Local 188, Rushville, and Claude Mullen, Local 369, Anderson.

Candidate In Kokomo Welches On Promise to Road Workers

KOKOMO—If there is honor among the Howard County Commissioners it does not appear in their double-dealings with the men who maintain the county roads.

Two days before last election the commissioners agreed to bargain collectively for 17 of the 20 employees with Teamsters Union No. 759, which the 17 had joined. Two days after the election the same commissioners called the union members to a meeting in the garage at Kokomo and declared if they meet the union demands that half of them would be laid off.

To make good their threat the commissioners fired two of the union men, Ernest Fording and Elton English.

Before the election the commissioners promised O. B. Chambers, union head, to bargain with him for the men if he would wait until after election.

At that time Vane Conwell, from out in the county, sought re-election as the Democratic member. He couldn't win in the county and so carried his campaign into Kokomo, where the Teamsters and other labor members helped him win.

Once returned to office however, Conwell assertedly upped his thumb at labor and joined the other two commissioners in refusing to settle or bargain with the Teamsters. And even the State Department of Labor's conciliator can't make a dent in their thick hides.

The union wanted 50 cents an hour more money, vacation and other improvements in working conditions. Instead those who have not been fired will take 15 cents an hour increase, or else.

This increase was given by the commissioners and the union has been ignored by the commissioners in the settlement of 15 cents per hour, and they continue to give the union the run-around.

...ertain Lumber ...nd Baking Cos. Okay In Muncie

By D. E. MAHONEY
Local 369, Muncie

...BUY LUMBER, COAL AND ...ILDING SUPPLIES FROM ...E FOLLOWING DEALERS:

...Magic Coal & Supply Co., Court ...d & Supply Co., Muncie Lum... and Coal Co., Grouleff & Mauck ...mber & Coal Co., Muncie Build... Coal & Supply Co., Glaser & ...lor Lumber & Supply Co., ...by Wood Lumber Co., and ...ite City Lumber Co.

* * *

...rother Walter Hartley has re...ered from a recent illness and ...ack driving at Tarbet Truck... again. Glad to see you back ...the job, Walt!

* * *

...rother Curtis Hansard, driver ... the Magic City Beverage Co., ... been elected to serve as ...e-year trustee of Local Union 369.

* * *

...hile driving to St. Louis the ...r day, Brother Charles Sher...d's outfit was struck by an...r truck, causing it to over... and catch fire. Brother ...rles was fortunate to escape ...ry.

* * *

...rother Ed Shockley, former...f Grouleff & Mauck Lumber ... fell and broke his arm.

* * *

...ATRONIZE THE UNION

(Continued on Page 3)

Bird Shooting Birdsong Goes Boom In Splash

EVANSVILLE — Duck hunting, according to friends of Clyde Birdsong, is now a pastime in which the duck doesn't take all the risks.

This weighty conclusion was reached by six in a party of eight local duck hunters after a harrowing experience at Reelfoot Lake last month, an occasion that will be remembered long after the debacle at Pearl Harbor.

According to reports from creditable sources, Birdsong and a truck company executive, who shall remain anonymous, accompanied by a guide, were about a mile off shore in a canoe when Birdsong, standing, spied a duck overhead.

There was a loud "Bang!" as he fired and stepped to the side of the canoe.

Unaccustomed to such seamanship, the craft capsized and settled in eight feet of water.

A wild scramble ensued to reach the nearest sapling. Meanwhile Birdsong was leading the chorus of shouts of "Help! Murder!" etc., that rescuers later insisted could be heard as far south as the Smoky Mountains.

A cow bell has been presented to Birdsong as an expression of the solicitude felt by his friends. He has been admonished to continue ringing the bell until he goes down the third time, if a crisis develops while on another duck hunt.

Oil Drivers Get Raise In New Contract

A blanket oil agreement which was hailed a year ago as the best contract of its kind ever obtained in this area, has been renewed, with increase of 9 and 73/100 cents an hour for all Teamsters employed in Indiana, except Lake and Porter counties, in hauling crude oil. Drivers occupying sleeper cabs receive 23 cents an hour increase.

The agreement was reached after three meetings between the owners of for-hire trucks and a committee of Teamsters, headed by C. B. Birdsong, president of Teamsters Local 215, Evansville, and including E. J. Williams, 135, Indianapolis; O. B. Chambers, 759, Kokomo; John H. Reynolds, 144, Terre Haute; E. J. Kadlec, 298, Michigan City; Norman Murrin, 364, South Bend, and Charles Miller, 417, Vincennes.

MUCH GOES ON OF INTEREST IN LOCAL 233

By ED HEFFNER

Bro. Martin Stahl of J. C. Perry Co. is back to work after a long illness. Good luck, Marty!

Fred Beck and Capitol Hill have been negotiated and are settled for another year.

A number of our members have been called to, and enlisted in the armed services. If any member hears from a member in the service let us know.

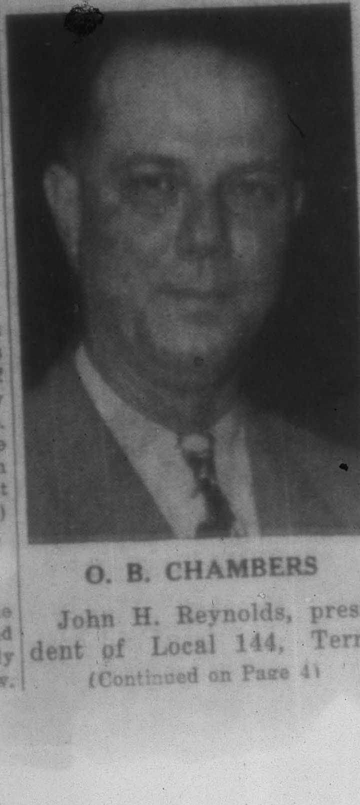
Bro. Raymond McGee of Sam Rose Co. is back to work after being injured on the job. We hope Bro. McGee will be able to continue on the job.

Bro. Carl Hovermale reports he's glad the hunting season is closed because the members of the Indiana Terminal Tall Story Club will cease to operate. Bro. Pete Clouse is president of the Tall Story Club because he can without any shadow of a doubt tell the tallest (and the widest) hunting stories.

The only contra... the present time ... nd mechanic ... ly Food. It is ... w.

O. B. Chambers Re-elected Head of Joint Council

O. B. Chambers, president of the Indiana Conference of Teamsters and head of Local 759, Kokomo, was unanimously re-elected president of Joint Council 69 at the December meeting of that council.



O. B. CHAMBERS

John H. Reynolds, president of Local 144, Terre

(Continued on Page 4)

TRUCKERS SHOW GRATITUDE

AKRON, Ohio—Several hundred truck drivers and 80 trucking companies offered a formal "thank-you" to the people of two Pennsylvania and Ohio communities on January 17 for giving food and shelter to thousands of highway travelers caught in the Thanksgiving weekend snowstorm.

Irwin, Penna., at the junction of U. S. 30 and the western end of the Pennsylvania Turnpike, and Medina, Ohio, where U. S. 42 and Ohio routes 18, 3 and 57 converge, have been chosen as symbolic of the over-all relief effort in their two states and West Virginia.

The truck drivers showed their appreciation of the kindness of many townspeople and rural residents along hundreds of miles of roadways who took storm victims into their homes, set up emergency kitchens and shelters in churches, lodge halls and fire stations, and rescued hundreds of travelers marooned in their vehicles.

Truck drivers reaching their home terminals after the five-day storm told how private homes had been opened as refuges, how "the people couldn't seem to do enough for us," how "they wouldn't let us pay them."

The drivers wanted to raise a "thank-you" fund.

Talked up at coffee-shop stops along the routes, the idea caught on—snowballed. Employers began to hear about it, too.

One of those employers was Owen O. Orr, president of Motor Cargo, Inc., of Akron. He talked with executives of other trucking firms, and an "Irwin-Medina Testimonial Committee" was formed.

Contributions from drivers and employers rose to the $4,000 mark.

Civic leaders in the two communities were told the truck drivers wanted to demonstrate their gratitude, and were asked what kind of gifts would be appropriate.

The Irwin Public Library will get $2,000 for a new section of books. The new Medina recreation park, a keystone in the community's program for young people, will receive a similar amount for equipment.

Each community also will receive a bronze plaque attesting to its hospitality to strangers during the storm.

The checks will be turned over to local officials by truck drivers who were aided during the snowstorm.

AUTO HAS KILLED A MILLION

"Accident X" will kill the millionth American since 1900 in traffic during 1951 or early in 1952, the Association of Casualty and Surety Companies predict.

Nearly 964,000 men, women and children have died in traffic accidents so far in the century, the Association declared. The 1950 toll of more than 35,000 deaths, which reflects a strong upward trend in fatal accidents during the past year indicates that the millionth motor fatality will occur next December or early in January, 1952.

"Accident X" will not be reported as such, it was pointed out by Julien H. Harvey, manager of the Association's accident prevention department in New York. Its victim, like the Unknown Soldier—just one of the month's statistics—will be "known but to God" he said. The new unknown American, typifying a million lives lost in traffic in 50 years, like the Unknown Soldier, will be a national symbol of sacrifice, Mr. Harvey said, because nearly all persons killed in traffic accidents lose their lives needlessly.

If "Victim X" should become a lasting symbol of the constant need for greater highway safety and thus spurs the entire nation into action that decreases traffic deaths and injuries, he declared, this new unknown American will save countless lives by losing his own and also will rest "in honored glory." Every month's respite for the victim of "Accident X" will mean a saving of about 3,000 lives, he pointed out.

EMBARRASSED BY PROFITS

Some industries are going to be embarrassed when the public and Labor find out how much money they are making. That is the prediction of "Changing Times," the Kiplinger business magazine in its December issue. The publication, not at all friendly toward Labor, says that some of the big companies are going to be very sensitive when Labor leaders start talking about their profits, even after taxes have been paid.

The magazine predicts that business and industrial profits will be more than 45 billi[...] dollars, which it says is a figure never imagined in th[...] dreams of management in years past. Taxes will [...]bstantial slice but "there will still be plenty [...] paid to stockholders, managers and work[...]

Hancock Line Granted Long Trip Cargo

EVANSVILLE — After rejecting an opposition plea that Hancock Trucking, Inc., of Evansville want to "skim off the cream" of long haul freight traffic to South and West, the Interstate Commerce Commission indicates it proposes to grant the line authority to operate to Los Angeles and New Orleans. Its drivers are members of the Chauffeurs, Teamsters and Helpers Union No. 215.

The commission, according to word received here, has tentatively adopted, subject to exceptions, a recommended decision and order which would enable the company to operate between Evansville and Los Angeles, and between Henderson, Ky., and New Orleans.

This proposed order, however, would not become effective until some time next year, since the commission gave parties opposed to the proceeding until January 22 to file exceptions to the proposed order and no operation certificates will be issued before that date.

If no exceptions are filed the proposed order automatically becomes the commission's order and Hancock will be issued operating certificate immediately. In the event of exceptions there will be a delay for the filing of replies and to give the commission time to consider the new material.

Trial Examiner R. Edwin Brady, who conducted lengthy hearings in the case, lasting through most of last year, has recommended that Hancock also serve intermediate points of Little Rock, Ark.; Clovis, N. M.; Phoenix and Tucson, Ariz.; Jackson, Vicksburg and Natchez, Miss., and Shreveport, Alexandria and Baton Rouge, La.

Local 215 Driver Hurt In Accident

EVANSVILLE — Walter J. Wetzel of 1423 Lincoln Ave., is recovering of injuries received in an automobile accident at Maryland and Michigan Sts.

Mr. Wetzel, manager of the Lamasco Transfer Co., is a member of Chauffeurs, Teamsters and Helpers Union No. 215.

He suffered a fractured right shoulder and possible fractured ribs.

Mrs. Mary Lowther Succumbs In Gary

GARY — Mrs. Mary Lowther, wife of B. H. Lowther, president of Local No. 142, Teamsters, is dead after a lingering illness. She was a resident of Gary for 43 years. Survivors include her husband, two daughters, her mother and three sisters.

A. V. Newman Dies

EVANSVILLE—Funeral services were held for Albert V. Newman, 44, a member of Teamsters Local No. 215. He was an employe of the Motor Freight Corporation. He leaves the widow, a daughter, two half brothers, two half sisters, foster parents and stepmother.

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Vol. X [...]91 No. 4

[...] Driver Contributes [...]elinquency of Society Cat

By SWEDE CARLBOM

Mrs. [...]n, one of New York City's charming old ladies and [...] 400, had decided to spend her declining years on th[...] of the West Coast.

When I arrived to load her many beautiful paintings, antique furniture, bric-a-brac, etc., she was busily occupied with packing into a small but stout wooden box a collection of rare scents and smelling-salts bottles. Some of the small glass bottles were in delicate colors of turquoise blue, others in ruby and pale jade bedecked with intricate designs of filagree silver and ornate gold-filled stoppers. Several bottles still contained white crystals of smelling salts. Each one was packed carefully with cotton packing.

SWEDE CARLBOM

Holding an extraordinary fine sample in her dainty and slightly wrinkled hand, Mrs. Pemberton explained how the fine flasks were very much in vogue at society balls of the 1830s'. The ladies would swoon in the arms of some tall, dark and handsome cavalier who would immediately poke into the lady's embroidered silk purse to find the salts flask, hold it to his lady's nostrils and bring her out of the swoon.

Of course, the cavalier would hold her tight with his face close to hers—not too shockingly tight, just gentlemanly tight. Upon my curious inquiry on how tight that would be, Mrs. Pemberton said she did not know and besides was up in the age where she didn't particularly care. She asked me kindly not to interrupt her lecture on smelling salts flasks with silly questions. So, back we went to the tall cavalier holding his swooned-off lady in his strong arms.

She would open her eyes at the first sniff, look into his, smile sweetly and say: "How kind of you, sir!" Then she would swoon again and the handsome one had to sniff her back to life several times in succession.

The doorbell rang and Mrs. Pemberton excused herself. Then a large Persian cat, which Mrs. Pemberton called "Lady Du Barry," came along and stroked itself against my pants leg. I picked up a flask of smelling salts and gave [...] sniff.

She boun[...]-pftt," the red fur on her b[...]en she came back for a sec[...]tive.

Lady Du Barry took off through the door, just as Mrs. Pemberton entered, with the speed of a touched-off rocket. She flew up th[e] staircase, a streak of red fire. There was a crash of breaking glas[s].

As we ran out on the porch we saw Lady Du Barry sailin[g] through the air like a Roman-candle. She landed on all fours an[d] zoomed down the street at a terrific speed, fur a-flying.

Mrs. Pemberton was much perturbed, wondering what had gotte[n] into her lap-cat, usually so gentle and timid.

Back in the house, resuming the packing, we heard a scratchin[g] sound on the front door. Opening it, we beheld Lady Du Barry ac[-]companied by a large ruffled-up tomcat of the alley type. His f[ur] was torn off in several places. And when Mrs. Pemberton tried [to] shoo him away he held his ground, spitting and raising his fur lik[e] porcupine quills. Lady Du Barry snuggled up and licked his nose.

Still wondering about the strange behavier of her precious pe[t], Mrs. Pemberton looked rather worried and bewildered. When sh[e] asked me what I knew about it, I told her it couldn't possibly be fro[m] the couple sniffs of the smelling salts flask—or could it?

Looking at me somewhat perplexed and cross-eyed, she sudden[ly] put her hand to her forehead and then collapsed into a large eas[y] chair, mumbling "How could you?" Then she swooned.

I quickly grabbed a fancy salts flask and held it to her nostril[s]. She opened her eyes, smiled and said: "How kind of you, sir." Sh[e] swooned again but the second sniff had a striking effect.

Mrs. Pemberton shot out of the chair like a jack-in-the-box an[d] bounded to the center of the floor. Flinging her arms with a falsett[o] "tra-la-tra-la," she began to spin like a top. She leaped and whirle[d] with an astounding speed. Frightened out of my wits, I took refu[ge] atop the upright piano.

Through the door like two streaks came the tomcat chased b[y] Lady Du Barry. Around and around the room they went in a diz[zy] chase.

Mrs. Pemberton's tempo seemed to increase. Ten layers of rai[n]bow-colored petticoats were a-flare like a parachute. The high hee[ls] of her high-top laced boots were cutting the nap of the Oriental ru[g].

Tommy, the alley cat, leaped on top of the piano beside me. H[e] was frightened stiff and all out of breath. From our perch we w[it]nissed the most weird mazurka, waltz, tango, or what-have-you dan[ce] that I have ever seen.

With a piercing "yip whoop," Mrs. Pemberton leaped into t[he] air, her boot heels a-clicking. She whirled and swayed but someho[w] lost her balance, her knees a'buckling. She hit the floor with a ba[ng] and slumped into a heap.

Frantic, I hopped down from my perch and dragged her into t[he] easy chair. With "The Indiana Teamster" I fanned her back to li[fe]. As she opened her eyes, I asked: "Are you all right, Mrs. Pe[m]berton?"

"Yes, thank heavens," said she. "It was so much fun to li[ve] again!"

Sprawled in the chair with her arms hanging limp, she closed h[er] eyes and sighed. Lady Du Barry hopped up in her mistress' lap. Bo[th] seemed well contented.

I nodded to the alley cat looking rather dazed on top of t[he] piano, saying: "Come on, Tommy-boy, let's beat it while there's [a] chance. This is no place for an old goat and a rough-and-ready all[ey] cat."

Once out on the street, Tommy took off a-flying to his neighbo[r]hood down Haymarket way.

But as I sit here in my cab, I am still a-wondering what else b[e]sides salts that smelling stuff contained. I am certainly curious.

So long, girls.

Truckings' Best Year Not G... Enough for All-Out

WASHINGTON — Leland James, presi... American Trucking Associations, Inc., said D... 31 that the trucking industry set new records i... both in number of vehicles and ton-miles but faces additional expansion to meet transportation needs in connection with stepped-up defense production.

Mr. James pointed out in a year-end statement that all of the industry's 8,300,000 trucks of all types are now at work. He predicted continued growth in 1951 "as the pace of the economy inevitably quickens because of defense production."

Mr. James's statement follows in full:

The trucking industry, like other industries essential to the national defense, is eager to do its part in the present national emergency by providing the transportation services needed by our nation as it is preparing for war and by being ready for even greater tasks if war comes.

During the period of preparation, the industry must maintain essential civilian services, and at the same time, move an ever-increasing volume of material to and from defense plants.

In 1941, at the beginning of World War II, the industry performed 63.3 billion ton-miles of freight service. The 1950 total reached 115 billion ton-miles, an increase of 85 per cent, to establish an all-time record.

In 1941 there were 4,859,000 trucks of all types in service. Now, at the end of 1950, there are 8,300,000 ... increase of 71 per cent, which is also a new record.

From these figures it would appear that the trucking ...dustry is far better equipped today than it was in 1941 ... serve our country in an emergency. But the fact is that ...hese trucks are now all working and the outlook for the ...ear ahead is one of continued growth, as the pace of the ...conomy inevitably quickens because of defense production.

Without all-out w..., it is estimated ... trucks required ... maintain essential ... services will reac... of 9,000,000 by the end ...51. The actual number probably will depend upon ...tion of materials to truck manufacturers. To help ...al officials determine the allocation of materials, ...TA, on the basis of an industry survey, has advised ...Defense Transport Administration that the trucking ...try's conservative needs for new equipment include ...00 heavy trucks, tractors, 418,000 medium trucks ...ruck tractors, and 96,000 trailers. Recommenda...as to the number of light trucks will be made after ...r studies are completed.

...s estimated that half the vehicles needed in 1951 ... used to replace units that will be wearing out ...y. The rest will be necessary additions to the ... meet the growing dependence upon truck trans... ...ue to the defense program and the increasing de...lization of industrial plants.

... World War III comes and brings with it the sabo... and bombing of our defense plants and transporta...cilities, rail services may be disrupted and the truck...dustry will have to be ready to step into the breach. ...agnitude of this added task is hard to estimate but ...rvival of millions of our people and the winning ...ng of the war itself may depend upon its correct ...sal, and the provision in advance of the facilities ...l to meet the situation.

E...
De...
Awa...
With...
From...
To s...
And...
His c...
Woul...
He w...
But sile...
Ne'er to...
Yet did h...
The call to...
For thought...
A man who,...
Of life placed...
He gave his life...
With choice like...
We are so used...
To honor him.

Katz Re-electe... For 5 Years b... Richmond Loc...

(Continued from Page 1)

steward in southern Indian... to help boost the local's bus... ines... in that territory.

Elected with ... Katz were Lloyd Atkins, of Omar Bakeries, vice-president, and William Walters, of Commercial Motor Freight, three-year trustee. President Wayne Watkins was not up for election at this time. He was recently elected secretary-treasurer of the Central Labor Council here.

At the invitation of the Wayne County Civilian Defense director, Mr. Katz has agreed to take a course of instruction in first aid so that he can teach Teamster volunteers the work of serving in emergency situations.

Good Contracts At Lawrenceburg

Teamsters Local 691 has obtained a number of good contracts in Lawrenceburg. These include one with the People's Coal Co., Inc., giving 22 members substantal pay increases and additional holidays.

Fifty plant employes of Seagram and Schenley distilleries are affected by a new agreement, opened voluntarily by the companies, giving added pay, with extension of three years and automatic increases each year, plus possible cost of living raises.

At present the union is negotiating a new agreement for Schenley road drivers and garage helpers and hopes to get something for them compatible with the benefits obtained for inside workers.

Local 691 has organized the Lawrenceburg Bus Company and obtained more money and holidays for the drivers.

Also, workers at the Dearborn Ready Mixed Concrete and Gravel Co. have joined Local 691 and are now getting more money.

In Richmond And Elsewhere

Drivers, warehousemen and helpers of C. D. Kenney Co., Richmond are benefiting by a new agreement just signed for them by Local 691.

City Freight Teamsters in Richmond and Connersville have had their increases escalated from May, 1951 to January.

Home Laundry drivers in Richmond have joined Local 691 and are awaiting a certification election by the State Department of Labor.

This local also has organized the Miller-Kemper Lumber Co. in Richmond with contract, and is now working on the other lumber yards.

Raises and fringe conditions have been obtained by Local 691 for members employed in the Porcelain Steel and Rex Manufacturing Co., Connersville.

President Watkins is busy passing the hat at various barns to buy new spectacles, etc. for Harvey Beecraft, when Mr. Beecraft recovers from a serious eye operation, which now has him hospitalized. Mr. Beecraft is one of the union's best members and for some time had been steward at the International Furniture Co. in Rushville. He has been exceedingly unfortunate in the illness of a daughter. The union's casualty insurance plan has helped him considerably, but the matter of g... ting him properly fitted w... pensive glasses is bein... en by President Wat...

Incidentally, ... niture drivers ... ord of two m... a serious ...

...Co. of Muncie are no longer affiliated with this local union. We are asking our members not to patronize this company. The company makes it so rough on all its drivers that they quit before we get them organized.

* * *

Brother Harold Owens is back to work at the Ellis Trucking after an illness of over a month.

* * *

Brother Gordon Dingerson, driver for the Miller Transportation at Anderson, is back to work after having suffered a fractured skull in an automobile accident six weeks ago.

* * *

Brother Floyd Lindley has been off work from the R. D. Motor in Muncie since December 22. He is being treated at the Veteran's Hospital in Indianapolis and hasn't as yet resumed work.

* * *

Brother Orrin Franklin of the Tarbet Trucking broke a finger on December 30 while working on his automobile. He'll be off work for approximately six weeks.

...ryone Can Help Fight Polio ...y Joining the March of Dimes

...e 1951 March of Dimes of the National Foundation for In... Paralysis, will be conducted January 15-31.

... National Foundation is the only national, non-governmental ...tion that provides patient care, in addition to conducting ...e research and educational programs. For the third con... year the United States has had high polio incidence. Before ... over, some 25,000 new cases were recorded. Coming on ...f the record-breaking incidence of 42,173 cases in 1949, ...en now carried by the National Foundation is staggering. ...re a single 1950 polio case was reported, there were about ...patients stricken in earlier years who still needed care.

...o doesn't just hit and run. Every epidemic leaves in its ... critical backlog of crippled children and adults. National ...ion Chapters throughout the country have shouldered the ...bility of financing treatment for those who need help. This ... almost $47,000,000 in March of Dimes funds in the last ...s. And the responsibility grows heavier with each year that ...s new thousands are added to the roster. The National ...ion during 1950 had to use every available dollar to provide ...ed assistance. By January 1 there were no reserves for ...ient care.

... labor publi... of the nation have given invaluable sup... ... ag... ...ntile paralysis. They are responsible in ... Dimes drives.

...1951 will have to be prepare... to do a lot more hiking than hi...ching, a survey of state laws against hitchhiking shows.

According to the National Highway Users Conference, 26 states plus the District of Columbia puts thumbs down on thumbers by laws of varying severity against the solicitation of rides. One of these, Washington State, also makes it an offence for the motorist to pick up a hitchhiker.

Even in some of the states without an anti-hitchhike law, trucks are forbidden either by law or by public utilities commissions to carry unauthorized persons. All motor carriers under the jurisdiction of the Interstate Commerce Commission are affected by a similar prohibition no matter where they operate.

States with anti-hitchhike statutes include Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Minnesota, Mississippi, New Jersey, New York (which specifically exempts soldiers and sailors in uniform), North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Wisconsin and Wyoming.

In at least two other states, Florida and Michigan, hitchhiking is regulated by local ordinance.

By restricting hitchhiking, the laws of the 26 states are in accord with a similar provision of the model national Uniform Vehicle Code, which is designed to make statutes regulating motor vehicles more nearly uniform in all states. The Code simply provides that "no person shall stand in a roadway for the purpose of soliciting a ride from the driver of any vehicle."

About one out of every thre... trucks, and more than one ... seven passen... cars is ... the farm... vehicle... offic...

Date with Local No. 188

By CLARA WILHELM

ntract has been signed with Polk Milk Co. with an in-
h inside employes and drivers.

★

have been signed with National Biscuit Co., Sawyer Biscuit ...fection Biscuit, with an increase for drivers and warehousemen.

★

President C. E. Davis and Secretary-treasurer L. W. Bea, along with Mrs. Davis and Mrs. Bea are now enroute to Hollywood, Calif., where they will attend the National Bakery Conference at the Roosevelt Hotel. They will combine business with pleasure by being able to escape the bad winter weather which we are having, and by visiting with relatives in California and New Mexico.

★

Brother Rudolph Hinderliter has just been elected to serve as steward by the members at Mechanics Laundry, replacing Brother Breedlove, who has left the company. We want to assure Brother Hinderliter that we will be glad to be of any possible assistance to him at any time.

★

We are sorry to report that since our last issue we have had two deaths among our membership. Brother Ansel Ashley, formerly employed at Indiana Condensed Milk Co. at Lebanon, passed away on December 4, and Brother Chas. Wiseman, a Polk Milk Co. former employe, passed away on December 12. Brother Wiseman has a brother, Dewey Wiseman, who is a member of our local, and employed at Kraft Foods. To the members of both of these families, we extend our sincere sympathy.

★

Brother Ralph Fry, formerly an employe of Sawyer Biscuit Co. wrote a very interesting letter to Brother Davis, in which he advised that he is stationed on a destroyer in the Pacific, and is feeling fine, except for being homesick. He wrote this letter on Christmas Day. His address is: Ralph R. Fry, S.N., 780-16-17, USS Wedeerburn DD684, % F.P.O. San Francisco, Calif. We hope that it won't be too long before Brother Fry will be back home, and attending our meetings again. How about some of you members dropping him a line from time to time.

★

We also received another nice letter from Brother Harold Stei[illegible] metz, who is now in Wanson. He doesn't expect to be there t[illegible] long, as the odds are very great. We hope to see you, too, bef[illegible] too long, Harold!

★

News from Kroger Dairy is the arrival of a new baby girl a[illegible] the home of Mr. and Mrs. Henry Burton, Jr., born on December 19. Congratulations to all three of you, Mr. and Mrs. Burton!

★

Congratulations are also in order for Brother Lester Ross, wh[illegible] took unto himself a bride on Thurs[illegible] January 11. May yo[illegible] both h[illegible] appy life, Brother [illegible]

★

[illegible]rk, wife of Brother [illegible]e Clark of Excelsi[illegible] Laundry, died of a lingering il[illegible] January 3. We exten[illegible] deepest sympathy to the family.

★

Brother Pete Feldhake passed out cigars recently, celebr[illegible] the arrival of a new baby boy, at Coleman Hospital. Brother [illegible]hake is employed at Gregg Cleaners. Best wishes to you, Br[illegible] and Mrs. Feldhake!

★

Brother Samuel Kennedy, steward at Gregg, is suffering a back injury. We wish you a speedy recovery, Sam!

★

Mrs. Louise Boone, who makes her home with her son, B[illegible] Walter Schneider, one of our trustees, is seriously ill. We hop[illegible] is on the road to recovery.

★

Have any of you moved lately? If so, please advise us s[illegible] keep our files current, for mailing list purposes, or advise yo[illegible] ard, who will advise us.

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...truction and wherever our people may be employed to the extent, if it may be necessary, for longer hours and a relaxation of some of the principles of employment that have become so dear to us after more than 100 years of struggle to achieve."

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the American Trucking Associations, Inc. by Safety Director Magnus, lists Sidney H. Adams as topping the list, with nine years of accident-free driving to his credit.

Theodore Gard and Theodore G. Hamilton each are credited with six years.

Four-year records are claimed for Howard Overpeck, Harry J. Hill and Robert Flory.

Three-year records — George Grant, Richard A. Fortner and James V. Morton.

Two-year—Robert E. Potter, Bernard Hulsey and Robert Allen.

One-year—Otis Shoemaker, Robert A. Carpinto, Jerry R. Beaver, James A. Wethington, Burl V. Watson, Luman W. Goheen, Chester A. Hellard, Charles J. Clapp and John G. Johnson.

William H. Combs—1.
Robert F. Sheeks—1.
Rex L. Gard—1.
Claude W. Fox—4.
Joseph Allee—4.
Charles H. Hunter—2.
William E. Devine—2.
Lewis R. Pool—2.
Lloyd B. Clark—5.
Charles L. Ditsworth—4.

60 Take Motor Course At Purdue

Nearly 60 persons attended a five-day motor vehicle maintenance course at Purdue University this month.

Planned primarily as a training m[illegible]ium in the work of superin- t[illegible] supervisors and foremen i[illegible] the course [illegible] ol of [illegible] ech-

O. B. Chambers Re-elected Head of Joint Council

(Continued from Page 1)

Haute, was elected vice-president. E. J. Williams, secretary-treasurer of Teamsters Local 135, Indianapolis, was re-elected secretary-treasurer of the council and J. W. Coakley, secretary-treasurer of Teamsters Local 144, Terre Haute was re-elected recording secretary. Maurice E. Day, of Local 193, Indianapolis, was elected three-year trustee.

All were nominated without opposition and the secretary cast a unanimous ballot.

Mr. Chambers was first elected to the council presidency in 1947 and has never been opposed for re-election. Joe Williams has been secretary-treasurer of the council since it was first organized.

Re... UNION ...ABEL

INSURANCE FOR COAL DRIVERS

KOKOMO—A new agreement between Teamsters Union No. 759 and four coal companies here provides for health and welfare insurance benefits for the employes. It is effective as of January 1.

The insurance is similar to that recently provided for over-the-road and other freight drivers.

The contract, carrying in addition certain fringe conditions, was obtained by O. B. Chambers, union secretary-treasurer, with the following companies: Cody Coal Co., Ellis Building and Material Co., Hansell Coal Co. and the Star Coal Co.

★

Teamsters Union 759 has completed practically all its contracts, with cost of living increases for its members.

The 118,300,000 broad feet of lumber utilized each year by the nation's trucking industry would furnish enough lumber to build a boardwalk six feet wide from New York to Los Angeles.

Some 65 per cent of the nation's livestock goes to market by truck, and 85 per cent of the nation's urban population receive their fluid milk from the country by truck.

Court Upholds 1949 Truck Act

Indiana Supreme Court has upheld the constitutionality of the 1949 State Truck Weight Act in the first test of the law.

The high tribunal returned a unanimous decision January 11 in upholding Marion County Superior Court 5 in the case of W. A. Barber Grocery Co., Inc.; Gleasons Home Made Pies, Inc., and the Portland Silo Co.

The complainants contended the act was unconstitutional in that it attempted to convert a police power measure into a tax power measure.

The decision, handed down by Judge Paul G. Jasper, ruled that the 1949 act is both regulatory and revenue-raising in scope.

The law makes mandatory the annual registration of vehicles and a declaration of maximum loads.

Evansville Ice Men Elect '51 Officers

EVANSVILLE—Ice Men's Local No. 582 has elected and installed its 1951 officers as follows:

George Leach, president; Dallas Selty, vice-president; Arval Miller, recording secretary, and Julius Winiger, re-elected financial secretary. New trustees are Gordy Wilson and Gil Humphreys.

All officers were unopposed for the offices to which they were elected.

FORUM OF THE A[illegible] SPONSORED BY [illegible]

WASHINGTON — Beg[illegible] January 7, American Trucki[illegible] sociations, Inc., will spons[illegible] radio broadcast of Am[illegible] Forum of the Air, oldest an[illegible] known of the discussion-ty[illegible] grams on radio. The progra[illegible] be carried every Sunday [illegible] weeks over the full NBC n[illegible] of 166 stations, with the [illegible] time 1:30 to 2:00 P. M., Presentation time varies [illegible] lows:

WIRE, Indianapolis, 12:3[illegible]
WLW, Cincinnati, 1:30-[illegible]
WAVE, Louisville, 12:3[illegible]
KDKA, Pittsburgh, 1:30-[illegible]
WMAQ, Chicago, 12:30-[illegible]
WTRC, Elkhart, 12:30-1[illegible]
WOWO, Ft. Wayne, 12:3[illegible]
WBOW, Terre Haute, [illegible] 1:00.
WGBF, Evansville, 12:3[illegible]

Birdsong Re-n[illegible] To Building [illegible]

EVANSVILLE—All offi[illegible] the Evansville Building an[illegible] struction Trades Council w[illegible] named at the annual e[illegible] Henry Kuhn, recording se[illegible] has announced.

They are: president, Cly[illegible] song, of Teamsters No. 21[illegible] president, Lonnie Harris; [illegible] ing secretary [illegible]nry Kuhn [illegible] urer, W[illegible] T. Schul[illegible] [illegible] Villi[illegible]